

Portland Express Two Hours Late Late Jumps Track At Milford Passengers' Miraculous Escape

Cause Of Wreck Is Attributed By Road To Broken Plate
Defective Switch The Cause Says P. U. Engineer Elwell
Engineer Kellher By Hurculean Effort Brings Train To Stop Near River's Edge

The Portland Express, west bound, due in New York at 6:55, and two hours late at Milford, met catastrophe today at a point half a mile east of the Milford station in the twilight of early morning. At 6:02 two sleeping cars and two coaches jumped the track and were dragged a quarter of a mile over the ties upon the edge of a steep embankment, while the passengers, aroused from sleep, were frantic with fear.

It was as narrow an escape from death as many of those passengers will ever have again.

The cars left the track a few feet east of the Gulf street bridge, which presents just such a drop into a highway as the Federal Express found at Springfield avenue in July, 1911, and the Springfield Express found beyond the Saginaw station on Oct. 2.

But the train with its jumping cars, crossed the bridge, passed safely a grove of trees, and came to a stop on the right side of the bridge, where a sharp drop upon the brink of the iron bridge which crosses the highway and the Wicomico river, where a sharp drop of thirty feet into water confronted them.

The cars left Track 1 at a point where a switch leads down into a sand pit.

This switch had been wired up. The sand pit had been broken, and the break was said to be of long endurance as the rusty edges of it indicated.

The track at this point and apparently for a distance in both directions was in fearful shape. Ties were split and rotting. Sleepers were loose in places, and spectators amused themselves pulling them with their fingers.

The roadbed was a duplicate of the condition of that found in the neighborhood of the disaster at Westport. Fish plates were sometimes spiked to the rails and sometimes not.

A gang of men were immediately put to work replacing the torn up track.

Some of them came upon the condition of the track, saying that it was not safe for the operation of trains at high speed.

To Engineer D. Kellher, driver of the fast Portland Express which was wrecked by a defective frog switch in Milford at 6:02, the train was under conditions similar to those which were condemned yesterday in the report of the Federal Express on the Westport track conditions, the lives of many passengers are today probably indebted. He stuck to his cab supporting the New York and Annapolis line with the train, and upon every side until his train was stopped within a stone's throw of the Wicomico River Bridge, with its sheer drop of thirty feet to the waters below.

The Portland Express was traveling at a rate of speed estimated at 40 miles per hour. It was two hours late from Portland, and was due in New York at 6:55. As made up at Springfield the train consisted of twelve cars, mostly express. There were two Pullman baggage-smokers, a day coach and two Pullman sleepers in the rear. It was in charge of Conductor L. H. H. and was being pulled by the massive Canadian type engine, number 1006, and was scheduled on the running sheets as class A.

At Worcester, the Portland cars which are drawn over the Boston & Maine track, were said to have been delayed due to a freight train having been over an hour late and an effort was being made to gain lost time when striking the bridge over the Wicomico river in Milford and beside the ancient cemetery in which are buried persons who died hundreds of years ago, the combination baggage-smoker forced the defective bed-plate and "wing-rail" from its anchorage in spongy ties, derailing the four rear cars.

The engineer was unaware of the derailment until the jolting and swaying of the cars, caused a trainman's signal. This was followed by the final crash of cars as they fell from the bridge. The train was upon which it was traveling, collided with freight number 34, known as the "Canal train" which was traveling in the same direction on Track No. 3. It was then that he became aware of the awful fate which awaited his passengers before reaching the river bridge ahead.

Applying emergency brakes with such force as to throw the train crew from their feet, he is said to have stood upright in the engine, and held the sand with all the power at his command. The parting of the coupling between the express and baggage cars, as repeated impacts between the passenger and freight trains took momentum in reducing the speed, as the twisted trucks dug deeply into the cinder and rock bed below.

From the point of derailment to the spot where the engine stopped is a distance of about a quarter of a mile. The train was traveling at this point at full speed, crossing the Gulf street bridge.

It was at the time that the contact

PUBLIC UTILITY ENGINEER ELWELL'S STATEMENT

Public Utilities Engineer C. C. Elwell, who together with Commissioner Theodore B. Ford, made a personal inspection of the wreck of the Portland Express at Milford, today, in an interview with a Farmer reporter this afternoon stated:

"My observations show conclusively that the derailment was due to a defective switch and the imperfect condition of the bolts it contained."

Asked to discuss the condition of the ties, he declined, adding that their torn surfaces prevented full determination as to their original condition without more careful examination. He expressed considerable surprise that the train was able to remain upright on its long course after leaving the rails.

THE NEW HAVEN ROAD'S STATEMENT

An official statement issued at New Haven by the railroad authorities admitting the switch as responsible for the wreck, says: "The switch was evidently caused by the breaking of a plate under a 'wing-rail' of the frog leading to the siding." The siding referred to is that leading from track number 1 to the gravel pit above Milford.

with the swiftly moving freight while demolishing the corners of the coaches and splintering glass in the windows for the cars remaining upright. The swaying of the Pullmans was such as to scatter live coals from the buffet range about the car. It is believed that had not Engineer Kellher brought his train to a stop just before reaching the Wicomico river, the centrifugal force exerted by the curved track at this point would have precipitated the train into the water.

Passengers in the sleepers, Pullmans and coaches were awakened by the concussion and covered with fear. The engine which had remained upon the tracks with eight express cars, was permitted to continue after inspection by General Supt. V. E. Pollock and Trainmaster E. E. Regan, who came from New Haven upon a wrecker ordered out when news of the accident was wired to that center.

Public Utilities Commissioner Theodore B. Ford together with Engineer C. C. Elwell were upon the scene with a corps of assistants shortly before 9 o'clock, and made a personal examination of conditions.

A survey of the frog and other track conditions showed that the ties were in a sorry and spongy condition. Boys amused themselves by pulling out spikes with their fingers for a distance of several feet above the actual point of weakness, but the feature which occasioned the greatest comment was the bed-plate beneath the "wing-rail" of the frog, permitting it to slide on the main line of a siding from the gravel pit. This was cracked for a distance of a foot or more, and had been bound together with wire where the rust and corrosion which had taken place on the edges of the bed-plate had fused the metal. A few inches of actual metal remained to sustain the lateral pressure of the wheels. The outer rail plates had been bound together with wire where bolts had become lost.

A large force of men were put to work in an effort to extricate the wrecked cars were jacked up and removed upon sidings below the Milford station. The baggage car which was too badly damaged to continue was emptied of its contents and placed upon local accommodations bound up on New York and Annapolis line. The four rear cars were running through the block as usual.

ART ST.'S MODEL SUES MORAL COMMISSION FOR \$50,000 DAMAGES

Pittsburgh, Nov. 16.—The Pittsburgh Moral Commission has run against a snag. Suit was filed today by Rose Conti, or Drew, to recover damages of \$50,000 from Dr. Fredrick A. Rhoades, John W. Barry and George Selber, members of the commission on charges of false arrest and conspiracy to ruin her reputation.

The girl, who was an artist's model at the Carnegie Tech school before her arrest, was trapped, says the bill of complaint, by a man who called himself a reporter from the Yorkville, Pa. from her home town, Connelville, Pa.

The Moral Commission was organized "for the purpose of regulating the morals of the community" some time ago and works in conjunction with the city officials.

COUNTERFEIT DIMES CIRCULATING NOW

Counterfeit ten cent pieces are being circulated in Bridgeport. One of them was seized by Officer Smith, Officer Weller, who had it given to him by John Davis of 335 Park street. Davis said the dime was given to him by a change of a bill after she had made a purchase. She didn't recall who gave her the change. The counterfeit is an excellent one.

FIGHTING MEN TRYING LIKE RATS FROM CHOLERA

Bulgars Now Occupying Disease Infected District
TURKS DRIVEN TO WITHIN 12 MILES OF CONSTANTINOPLE
Bodies of Victims Left to Decay On the Roadsides Where They Had Fallen to Death

London, Nov. 16.—The bulk of the Sultan's army has been driven backward until it was within 12 miles of Constantinople, today, according to information from Sofia.

The Bulgarians maintained that they were meeting with little opposition. The Constantinople version was that a life and death struggle was in progress, the opposing forces in many instances fighting hand to hand.

The foreign minister of Serbia said he looked for no armistice until after Caesar Ferdinand's troops have occupied the city.

From Bucharest came news that cholera was spreading rapidly among the Bulgarian troops. The Bulgarian government denied it but as they entered a district where it has been raging violently for days among the Turks, the Bulgarian account was considered the likelier of the two.

Constantinople admitted that the epidemic was working dreadful havoc among the troops. Every day saw a greater increase in the number of cases, it was said, and the mortality rates among those stricken was steadily mounting.

Practically no effort was being made to fight the disease. The sick were left to recover or die unattended and except in the capital itself there was hardly even an effort to bury the dead. At the beginning of the epidemic the corpses were packed daily into shallow trenches and covered with earth. The bodies were left to decay above ground.

Reports of a fierce battle in the vicinity of Monastir, where the Bulgarians from both Greek and Serbian sources, today, but details were lacking. Zeezi Pasha was known to have concentrated the scattered remnants of the Sultan's western forces there and was supposed to be strong enough to put up a fight.

The Bulgarians have been within a few miles of the town for several days. From the fact that a Greek force was hurrying to their aid from Salonika, it appeared that the Turks were at least holding their own.

SULTAN'S OBJECTS.

Constantinople, Nov. 16.—The Turkish government objected strenuously today to the peace terms outlined by the Balkan allies. The proposal was sent to Sofia suggesting the surrender to the allies of some less than half what they demand.

The Sultan expressed himself, it was reported, as willing to accept the terms of the peace proposed by the allies, but he wanted to retain sovereignty over it. The internationalization of Constantinople and Salonika and the Bulgarian entrance into his capital were other demands at which he balked.

It was suggested that the Carnegie peace palace at The Hague be dedicated with the signing there of a peace between Turkey and the allies.

RUSSIA SNUBS TURKES.

Athens, Nov. 16.—Russia, today, officially recognized the Greek occupation of Salonika instructing its consuls there to communicate in future with the Russian legation instead of Constantinople.

AUSTRIAN CONSUL MISSING.

Vienna, Nov. 16.—The foreign office sent an urgent request to Belgrade, today, for information concerning Austrian Consul Prochaska, who had been missing since he was when they entered Pristina and subsequently disappeared or at any rate failed to answer reported despatches addressed to him from there.

MURBERGER'S LICENSE MEETS OPPOSITION

The attempt of former Alderman Sven E. Murberger to get a wholesale liquor license for a saloon, with opposition from the Burroughs home, Orphan Asylum and the Black Rock Congregational church, of which Rev. Henry C. Woodruff is the pastor. There was a hearing on the remonstrance before the county commissioners this afternoon. The remonstrants thought the proposed location, which is at Fairfield avenue and Wilkes street, not suitable for a saloon. They also claim that the granting of a wholesale license would be an encouragement to the sale of liquor, and then be made to get retail licenses in that section.

Murberger had a number of witnesses who testified that a wholesale place where liquor in packages could be purchased would be a convenience. Assistant Collector Robert Smith, John J. Smith of 47 Wilson street, George A. Hahn of 78 Bennett street, and others, testified for Murberger. The commissioners reserved decision.

YALE 3-6

Princeton, Nov. 16.—An enormous crowd saw the Yale and Princeton football eleven clash on the gridiron this afternoon.

A shift was announced by Princeton, Captain Pendleton going to right end, instead of Wight, who had been announced for that position. H. Baker took Pendleton's place at left halfback for the Tigers.

Yale won the toss and Princeton faced the wind.

H. Baker kicked out of bounds. On the second attempt he again kicked out of bounds and Yale was elected to try the kickoff. Flynn kicked off for Yale. The ball went behind the goal posts and was brought out to Princeton's 20 yard line. On a fake punt H. Baker gained 5 yards through tackle. Yale was penalized 5 yards for offense. On a fake punt S. Baker made 7 yards more through tackle. S. Baker failed to gain on a fake punt formation. Dewitt made it first down. Waller netted four, S. Baker gained 2 yards through tackle. S. Baker failed to gain on a fake punt. Yale's 10 yard line. Wheeler dropped on the ball. The Tigers stopped the kick by Flynn and Spaulding. Flynn kicked to Princeton's 25 yard line to S. Baker.

Waller gained 2 yards through line. After an exchange of punts Yale kicked to Blueenthal on Princeton's 25 yard line. Princeton failed to gain on the kick. H. Baker kicked to the ball going behind Yale's goal line. Flynn kicked to H. Baker who returned 10 yards and was stopped by Ketcham and Avery recovered. Ketcham and Avery recovered. Flynn kicked to Yale's 40 yard line. Spaulding went through the tackle. Dewitt repeated for 3 more through guard.

Flynn made it first down. Flynn punted to Princeton's 5 yard line. S. Baker gained 5 yards through tackle. After three plays Flynn dropped back for place kick. He made the kick.

Score—Yale 3, Princeton 6.

BERLIN HEARS GERMANY HAS BEEN IGNORED

When the second period opened, Wheeler failed to gain. Flynn punted to the 10 yard line. S. Baker gained 5 yards through tackle. Waller punted to Andrews on Yale's 25 yard line. Dewitt gained 4 yards through tackle. S. Baker gained 5 yards through tackle. S. Baker scored on a drop kick from the 30 yard line. Princeton routers went to the 10 yard line.

Score—Yale 3, Princeton 6.

Flynn kicked out of bounds for Yale. S. Baker gained 5 yards through tackle. Waller punted to Wheeler on Yale's 10 yard line. Pendleton stopped him after a 5 yard return. Philbin gained 5 yards through tackle. Flynn found a big hole and made it first down. Philbin made no gain. Flynn gained 4 yards through right guard. Dewitt carried the ball again and made it first down. The ball on Yale's 10 yard line. S. Baker made 5 yards through center. Dewitt made no gain on the next play. S. Baker dropped back and kicked a pretty goal from the field.

Score—Princeton 6, Yale 3.

GREGORY AND SHEPHERD FREED

William L. Gregory and Albert Shepherd, charged with conspiracy to defraud the Bridgeport Public Market had the cases against them nulled in city court this forenoon. It was stated by Prosecuting Attorney Alexander L. DeLaney that there was no evidence to show conspiracy and the young men were released.

The men were charged with conspiracy to defraud the market by selling food supplies furnished the restaurant at the New York, New Haven and Hartford railroad depot by the Public Market.

FOR RENT—Very desirable Apartment

Call at 87 or phone 2087. a.p.

FOR SALE—Bigelow upright 44 inch

30 h. p. boiler and 25 h. p. engine. Model Laundry 109 Middle St. a.p.

AUCTION SALE TONIGHT, 129

State street, corner of Main street. Dry goods, lace curtains, bed spreads, sheets, pillow cases, rugs, matting rugs, clocks, watches, jewelry, cutlery, fancy and toilet articles, Cluny lace, Benburg spreads, and scarfs, etc. Daniel P. Keane, auctioneer.

Trunk Of Georgetown Murder Mystery Found Half Burned; Woman Victim Fully Identified

Story Told Exclusively in Farmer is Corroborated in Every Detail
ASSASSINS FLUNG BIG WIRE NAIL INTO HELPLESS VICTIM AS SHE LAY IN BED
Body Lay Five Days in Little New York Apartment—New York Sleuths Hot on Trail of Murderers

(Special to The Farmer)

Branchville, Nov. 16.—The trunk of the Georgetown murder mystery, for which a tireless search has been maintained since the discovery of the trunk clue last Sunday, was found, half burned in the woods at a quarter of a mile west of the Branchville railroad station last night. Today it is in possession of Deputy Sheriff F. S. Bates. The discovery was made by Lester Olmstead, a carpenter of Ridgefield, who was hunting through the Branchville woods, when he came upon the remains of the important clue in the murder mystery.

Olmstead returned home and last evening, under cover of the darkness and accompanied by a newspaperman, he went back. Then, with the aid of flashlights, they scoured the ground, and found a lot of freshly turned earth.

The place of the discovery is directly west of the little yellow house which is figured in the tragedy from the start. It is in the heart of a ravine which is skirted by an eminence that commands a view of the countryside for miles.

Olmstead and his companions found merely the zinc lining of the trunk. The wood, except two fragments, was incinerated. The hinges, metal straps, and other appurtenances which the fire did not destroy showed that the trunk was of substantial construction.

In the clinders were found remnants of cloth, a safety pin, the heel of a shoe, and a piece of rope six feet long, similar to that found on the body, and a quantity of wire such as fasteners for the trunk. The trunk was of a different size, one apparently such as would be used on a woman's tailored suit, the others of tin were also found.

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Body Lay Five Days in Little New York Apartment—New York Sleuths Hot on Trail of Murderers

Disclosure today of the identity of the victim of the Georgetown trunk murder mystery verifies in detail the first publication, in The Farmer of Thursday, of the facts of the case.

The victim is Mrs. Carmeline Gerard, a widow, aged 40, a steam-stress, living since Oct. 23, in the first floor, right, of a six family house at 315 East 40th street, New York City.

The murder was done probably on Saturday night, Oct. 2. That is when the woman was last seen alive by other residents of the house. Positive identification of the slain woman was made by the janitress, Mrs. John Preston, who occupies the flat above the murder flat. The body was locked in a trunk to Georgetown.

In light, are three men and a little girl. The relationship of the three men to the dead woman is not yet clear, but the little girl is known to have been a daughter of the victim. So far the motive of the crime has not been explained, but indications are that it was planned with audacity and cruelty almost beyond credence.

Deputy Sheriff Bates and most successful sleuths on the staff of Second Deputy Police Commissioner George S. Dougherty have been at work, day and night, since last Tuesday. It was then that the police of New York and Connecticut verified the suspicion that the woman was none other than the missing seamstress. All steamship lines, railroads and other means of communication have been started in the hope of intercepting the quartet.

Hopeful of capturing the fugitives, before the news of the ghastly crime broke over New York City, Commissioner Dougherty succeeded in enrolling the identity of the woman until today.

He had hoped to have all in custody before news of the ghastly tragedy—one rivalling in its brute ferocity the Murders of the Rue Morgue described by Poe—had an opportunity to strike terror into the hearts of the alien residents of New York.

Names of the three men are still withheld by the police. Upon the question of their relationship with the dead woman may hinge the solution of the mystery.

It was with heavy wire, nails, about 4 inches long, that the fatal wounds were inflicted. The police doubt whether a hammer was used to drive home the nails. They are inclined to the belief that the instruments, welded in strong flats, in the hands perhaps of all three, were driven home with brute force. Three blood stained spikes were found and taken by Commissioner Dougherty. There were several others scattered about the room.

- DANCING, DANCING, DANCING** every Saturday night, Park Theatre Hall, Maloney's orchestra. Come along. H 15 b p o
- SALESLADIES WANTED.** At once in housewifery departments. Apply in basement, Laidlaw-Gelman Co. H 15 b o
- WAIT FOR THE BIG SHOW.** Bridgeport Poultry Assoc., Inc., Rosedale Pavilion, Dec. 16, 17, 18, W.O. Burr, secretary. Fairfield. Entrance fee 50c a bird. Pigeons 25c each. 50 silver cups and \$500 gold. H 14 d o
- BALANCE** of beautiful crockery at sacrifice to close out what little we have left. Strain's Furniture Store, near Clinton. H 12 t f o
- DANCING, DANCING, DANCING** every Saturday night, Park Theatre Hall, Maloney's orchestra. Come along. H 15 b p o
- POOL TABLES** for sale or rent. 264 Seaview Ave. Phone 2415. G 1 t f o
- 100 ENGRAVED WEDDING** announcements with two sets of envelopes. \$5.50. Southworth's, 19 Arcade. D 6 t f o
- STERLING ALE**—Equal to Bassale, 75 cents per dozen. Bottled by Carr, 96 Cannon street. Phone 19-2. G 17 t f o
- WANTED TO BUY** second hand furniture, stoves, carpets, etc. 290 State St. Phone 930-13. G 2 t f o
- AT HOMES & BILT MARKET** in State St. Will have Sausage Meat every day. H 18 t f o
- RESIDENCE TO RENT**—10 room house, central location, quiet, refined neighborhood. H 12 t f o
- YOU CAN'T BEAT** Casca-Laxine table for constipation. Try them. G 7 t f o
- FOR RENT**—About Dec. 1st, beautiful, new, eight room French Colonial apartment. Two baths, servants' quarters. Best of every modern convenience. New apartment features. Fine location. Garage. Enquire at F. Perry, 1138 Fairfield Ave. G 9 t f o
- BOTTLED RUETERS STEERING ALE**, brown stout equal to Bass and Guinness. 75 cents the dozen. \$1.35 a case. The Bridgeport Distributing Company, 107 State street. Telephone 264-3. H 12 t f o 4 4
- TO RENT**—New house, 104-106 Poplar street containing 6 rooms and bath, all improvements, steam heat. Also a barn in rear of lot suitable for building or painting contractor. Apply W. P. Kirk, 360 Fairfield Ave. H 7 d o 2 4 6
- WANTED**—Old English reader 1314 and three other old books. Call 212 Wells St. a.p.
- TO RENT**—1519 Kosuth St., 7 room flat, second floor, all improvements. \$20.00. Bridgeport Land & Title Co.
- TO RENT**—456 Jane St., 4 room flat, second floor, all improvements. \$12.00. Bridgeport Land & Title Co.
- TO RENT**—348 Carroll Ave., 4 room flat, second floor, all improvements. \$15.00. Bridgeport Land & Title Co.
- TO RENT**—183 Bunnell St., 5 room flat, second floor, all improvements. \$15.00. Bridgeport Land & Title Co.
- AGENTS**—Good time now to take orders for trees and plants. Highest commissions payable weekly. Finest sales agreement ever written. Address: Perry, Nursery, Rochester, N. Y.
- TEEN SHARES** of mining stock given absolutely free to first one answering this advertisement. Adam & Eve Investment Co., 1122 Broadway, Denver, Colo. a.p.
- LADY TO TRAVEL** in Connecticut. Groceries, candies, jewelry. Good pay and tailored suit or 20 year watch free in 90 days. Experience unnecessary. McBrady & Co., Chicago.
- WANTED**—Bright young boy to learn the upholsterer's trade. Apply 415 Fairfield Ave. H 15 b o
- WANTED**—Night watchman. Apply American Graphophone Co. Power Dept. H 14 b o
- COLONIAL HALL**, 271 Fairfield Ave. will be the place to go Dec. 3-8, where will be seen the grandest lot of poultry and toy dogs ever shown in this city. H 14 d o
- WANTED**—Girl for general housework in family of two. Apply at 619 Norman St. H 15 b o
- UPHOLSTERING**, Furniture Repaired and refinished. Prices a'ways reasonable. Address: 271 Fairfield Ave. State, near Clinton. H 15 t o
- WANTED**—Three or four first-class plumbers and steamfitters. Apply W. P. Kirk Co., 360 Fairfield Ave. H 12 b o
- TO RENT**—6 rooms, all improvements, steam heat. Built to live in not for rent. At 210 Park St., 2nd floor, near East Main St. H 5 t f o
- TO RENT**—Flat, 5 rooms with improvements, second floor, 115 Gregory St. Keys at 43. H 11 d o p o